

been largely increased since Tuesday. To-day, however, that influence was most marked on the prices for Government bonds. The stock market was less excited than it was yesterday, and the transactions amounted only to 361,000 shares against 549,000 shares reported yesterday. For the principal active stocks the early figures generally showed advances of 2 to 1 per cent on the last prices yesterday; but later there was a reaction that was only natural after the sharp advance that has occurred since Tuesday night, and in some instances to-day's last prices were a trifle lower than yesterday's closing figures. Yet, if due allowance is made for the vast quantity of stocks which has been sold since yesterday morning by speculative holders to realize profits, the market has exhibited a wonderful degree of strength. It is undeniable that the public again is in the market, and it is entirely possible that it may take the market out of the control of speculators, as it has done before. The principal active stocks were Northwest, St. Paul, Delaware, Lackawanna and Western, Erie, New-Jersey Central, Lake Shore, Western Union, and the Wabash. At the very close there was an exhibition of a little feverishness and a feeling of uncertainty prevailed, and the last prices generally were about the lowest of the day.

The business in Government bonds at the Boards amounted to \$566,500, at advances of from 2 to 8 per cent for the new issues. The final biddings show an advance from yesterday of 2 per cent for the 4s, the 5s declining 1s per cent. District of Columbia 3-6s also were stronger at 98 bid. Annexed are the closing quotations:

	BID.	ASKED.
U.S. 4s, 1863, reg. 102½ 103½	103	103½
U.S. 6s, 1860, comp. 100½ 102½	102	102½
U.S. 6s, 1861, comp. 100½ 102½	102	102½
U.S. 6s, 1862, comp. 100½ 102½	102	102½
U.S. 5s, 1861, reg. 101½ 103½	101	103½
U.S. 5s, 1862, comp. 100½ 102½	100	102½
U.S. 4s, 1863, reg. 101½ 103½	101	103½
U.S. 4s, 1864, comp. 101½ 103½	101	103½
U.S. 4s, 1865, comp. 101½ 103½	101	103½
U.S. 4s, 1866, comp. 101½ 103½	101	103½
U.S. 4s, 1867, comp. 101½ 103½	101	103½
U.S. 4s, 1868, comp. 101½ 103½	101	103½
U.S. 4s, 1869, comp. 101½ 103½	101	103½
U.S. 4s, 1870, comp. 101½ 103½	101	103½
U.S. 4s, 1871, comp. 101½ 103½	101	103½
U.S. 4s, 1872, comp. 101½ 103½	101	103½
U.S. 4s, 1873, comp. 101½ 103½	101	103½
U.S. 4s, 1874, comp. 101½ 103½	101	103½
U.S. 4s, 1875, comp. 101½ 103½	101	103½
U.S. 4s, 1876, comp. 101½ 103½	101	103½
U.S. 4s, 1877, comp. 101½ 103½	101	103½
U.S. 4s, 1878, comp. 101½ 103½	101	103½
U.S. 4s, 1879, comp. 101½ 103½	101	103½
U.S. 4s, 1880, comp. 101½ 103½	101	103½
U.S. 4s, 1881, comp. 101½ 103½	101	103½
U.S. 4s, 1882, comp. 101½ 103½	101	103½
U.S. 4s, 1883, comp. 101½ 103½	101	103½
U.S. 4s, 1884, comp. 101½ 103½	101	103½
U.S. 4s, 1885, comp. 101½ 103½	101	103½
U.S. 4s, 1886, comp. 101½ 103½	101	103½
U.S. 4s, 1887, comp. 101½ 103½	101	103½
U.S. 4s, 1888, comp. 101½ 103½	101	103½
U.S. 4s, 1889, comp. 101½ 103½	101	103½
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U.S. 4s, 1892, comp. 101½ 103½	101	103½
U.S. 4s, 1893, comp. 101½ 103½	101	103½
U.S. 4s, 1894, comp. 101½ 103½	101	103½
U.S. 4s, 1895, comp. 101½ 103½	101	103½
U.S. 4s, 1896, comp. 101½ 103½	101	103½
U.S. 4s, 1897, comp. 101½ 103½	101	103½
U.S. 4s, 1898, comp. 101½ 103½	101	103½
U.S. 4s, 1899, comp. 101½ 103½	101	103½
U.S. 4s, 1880, comp. 101½ 103½	101	103½
U.S. 4s, 1881, comp. 101½ 103½	101	103½
U.S. 4s, 1882, comp. 101½ 103½	101	103½
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U.S. 4s, 1885, comp. 101½ 103½	101	103½
U.S. 4s, 1886, comp. 101½ 103½	101	103½
U.S. 4s, 1887, comp. 101½ 103½	101	103½
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U.S. 4s, 1894, comp. 101½ 103½	101	103½
U.S. 4s, 1895, comp. 101½ 103½	101	103½
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U.S. 4s, 1894, comp. 101½ 103½	101	103½
U.S. 4s, 1895, comp. 101½ 103½	101	103½
U.S. 4s, 1896, comp. 101½ 103½	101	103½
U.S. 4s, 1897, comp. 101½ 103½	101	103½
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U.S. 4s, 1883, comp. 101½ 103½	101	103½
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